

**BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU**



TECHNICAL ORDER 00-20-1

**AIR NATIONAL GUARD
Supplement 1**

1 NOVEMBER 2003

Technical Order

**AEROSPACE EQUIPMENT MAINTENANCE INSTRUCTION,
DOCUMENTATION, POLICIES, AND PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
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OPR: ANG/LGMM (CMSgt D. Riese)
Supersedes TO 00-20-1/ANGSUP1, 8 Dec 2000 and
TO 00-20-5/ANGSUP1, 8 Dec 2000

Certified by: NGB/CF (Col D. Larrabee)
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TO 00-20-1, 30 April 2003 is supplemented as follows.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1.2. Route all changes for technical orders 00-series in accordance with TO 00-5-1, Paragraph 5 and 6 to Air National Guard Aircraft Maintenance Policy and Procedures (ANG/LGMM), 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157, Attention CMSgt D. Riese.

2.3.1. The specified flying period is determined by the Maintenance Group Commander (MXG/CC).

2.4.1. The preflight validity period begins when the crew chief signs the AFTO Form 781H, certifying the completion of the Preflight Inspection.

2.4.2. If the aircraft is required to continue flying after the expiration of the specified flying period, a red dash will be entered in the AFTO Form 781A, explaining why the aircraft is flying with an overdue Preflight/Basic Post flight (PR/BPO) (e.g., lack of a qualified maintenance technician, technical data, or time). When the aircraft is released back to maintenance or the aircraft transitions through a base where resources are available, the PR/BPO will be performed.

2.4.3. The maximum preflight validity period for A-10, C-5, C-17, C-22, C-26, C-130, C/KC-135, C-141, F-15, and F-16 is 72 hours. For all other aircraft (not listed above), 48 hours is the maximum preflight validity period.

2.4.3.1. (Added) If any maintenance is performed which would negate the initial preflight, such as a phase, hourly postflight, engine removal, etc., then another preflight must be accomplished before flight.

2.5.6. End of runway inspections will be accomplished on all Air National Guard (ANG) aircraft that have applicable SM published work cards/checklists for this inspection.

2.6.3. Turnaround procedures published by the SM will be used for aircraft inspection during contingencies, sortie surge exercises, quick turn, and increased readiness conditions if published. If no SM requirements are published, then the MXG/CC will establish minimum requirements to be inspected to include, but not limited to, tire condition, critical fluids/pressures, and fuel load.

2.6.3.1. For cargo/tanker aircraft a thruflight inspection is required when scheduled ground time exceeds five hours for C-5, 12 hours for KC-135, and four hours for all other aircraft.

2.13.4.1. Route all requests for deviations to schedules to ANG Global Mobility Branch (ANG/LGMA), 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157.

2.18.3. Route all requests for deviations to schedules to ANG/LGMA, 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157.

2.21.3. This option is delegated to the MXG/CC.

2.24.3. ANG does not prohibit changes as addressed in this paragraph.

3.3.1. Route approval requests to ANG/LGMM, 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157.

3.8. Quantities of munitions loaded is not required.

3.10. Route information copy to: Aircraft Maintenance Division (ANG/LGM), 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157.

3.16.2. Route form approval requests ANG/LGMM, 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157.

4.1.2. Computer generated forms symbols printed in black may be overwritten in red is an MXG/CC option.

4.2.7.1. When the applicable technical orders do not specify an egress final inspection, the MXG/CC may require that an egress final inspection be performed.

4.2.9. This paragraph includes ejection seat drogue parachutes.

5.8.4. The MXG/CC will designate the routing of completed AFTO Forms 781.

5.9.4.8. When using automated AFTO Form 781, the symbol does not require to be overwritten in red, unless directed by the MXG/CC.

5.9.4.14. Use of this block is an MXG/CC option.

5.9.4.17.12. (Added) The MXG/CC will determine when and if the recording of cryptovariable loading information (Mode 4, Secure Voice, Have Quick, etc.) is required in the AFTO Form 781A. Alternate methods of documentation, such as, aircraft placards may be utilized when determined appropriate by the MXG/CC.

5.16.3.6. MXG/CCs have the option of using Zulu time.

5.16.3.7.3.1. All waiver requests will be sent to ANG/LGMM.

5.16.3.9. The ANG requires the use of Block 8.

6.1.2. Contact ANG/LGM, 3500 Fetchet Avenue, Andrews AFB, MD 20762-5157.

6.2.5.1. The requirement to make time changes at hourly Postflight is waived when the interval is 50 hours or less.

7.11.6.3. The option to use theses blocks is delegated to the MXG/CC.

8.2.7. (Added) Units will not use any other media (CD-ROM, Aperture Cards, Paper copy, etc.) as a substitute for Joint Engineering Data Management Information and Control System (JEDMICS) to repair transient aircraft.

DANIEL JAMES III, Lieutenant General, USAF
Director, Air National Guard